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Cover Comment: *Massimo Santarossa of Calgary AB worked his magic on a Skyline Models 1:144 Boeing 737 that carried a special scheme for the CFL in 2018. See page 19 for the build article.*

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Editorial

Steve Sauvé, C#0323 RT@ipmscanada.com

Those were some nice Nats...

In July I had a great trip to Madison WI for the IPMS/USA National Convention. Seven of us, hailing from Ottawa, Toronto and London loosely convoyed down, toured, dined, and then hung out at the same hotel in between making the rounds at the show. Madison was just within my limit of driving vs flying, which presented several options. Extra clothing, a cooler full of Nats-appropriate beverages, and a near-limitless capacity to transport vendor purchases back home. Hampton VA is hosting in 2025 and Fort Wayne IN is doing the show in 2026. Both are within driving distance for me so I'm hoping to make both events.

It struck me while waiting for the mission launch that there are different motivators or priorities for people going to the Nats, or other shows for that matter. The contest, seeing great models on display, the vendors, the seminars, the socializing and reinforcing long-distance friendships, and even meeting new friends while we're there. I'm sure that everyone attending wants a combination of some or all of these in their Nats experience. I reconnected with old friends and acquaintances, talked to lots of new folks, and was ruthlessly goaded by 'friends' into making several 'you really need this' kit-buying decisions.

A few cutting remarks...

I took the plunge in May and bought me one of them fancy vinyl stencil cutting machines. Between local friends and the online community I've made progress with producing some very decent and encouraging results for various marking and

masking stencils. Canopy mask experiments are more challenging but they are part of the plan. Having some background skills with similar graphics software helps, but I'm finding that the learning curve is not super-steep to start producing good results. I took in a couple vinyl stencil-making seminars at the Nats that were very informative and helpful to confirm things that I was doing right and what I could be doing better.

Sad News

On June 25th regular RT contributor Frank Cuden passed away at the age of 81. His health had been in decline for a while, so I wasn't totally shocked but still quite saddened by his passing.

I had an unusual friendship with Frank. We never met in person, we only spoke on the phone once, and the rest of time we corresponded by email - like old-school pen-pals.

Frank produced 27 articles for RT , starting in 2011 with his first contribution and ending with the June 2024 issue. Without his (and a few others) steady and ongoing help I would not have been able to keep the magazine publishing on time and full of interesting material.

We talked a lot about the projects he was contributing, but that extended more and more into non-modelling, real-world stuff, like health issues and all sorts of general chit-chat over the years. Despite this all being online I considered Frank a friend and I will miss our chats and working together on his RT articles. He was a real character.

In the next RT...

You should be receiving the next free decal sheet that comes to you as part of your IPMS Canada membership. As I write this we know there is going to be a limited surplus of sheets available, so if you have a modelling friend who's not a member, now is the time for them to get in on the action.

Zeppelin vs Pterodactyls

A Challenge from the Facebook Algorithm!

Geoff Heyland
C#3729
West Lorne, Ont.

I do not understand Facebook. I avoided social media like the plague until a few years ago when fellow members of IPMS London told me I was a troglodyte and should get with the times as there was a ton of international modelling material on it. Peer pressure is a powerful force - I joined Facebook… and as a result I have lost months, if not years of my life to 'doomscrolling' through more outstanding, excellent, good, mediocre and not-so-good model builds than I ever thought I would see in my lifetime! That's the good part.

The more challenging part is what Facebook does when it thinks I might like something and somehow make them more money. Apparently, depending on what I look at, what I visit and what I scroll slowly over as opposed to blow past quickly, Facebook thinks it can predict what other things I would like. The sad part is that it is often correct. I like to mess with the algorithm from time to time by liking or visiting weird things, just to see what might happen…

A month or so ago Facebook noticed something - not sure where or how. It noticed that I like airships, adventure movies and bad special effects movies, amongst other things. Bang! Up pops a picture of a proposed poster for a bad adventure movie that Hammer Films thought about making in the 1970's. I paused. I considered. I thought:

- ***"That would be fun."***
- ***"I have a Takom 1:350 Class P Airship in my stash somewhere, don't I? ... Why, yes I do!"***
- ***"But what about Pterodactyls or Fokkers in 1:350 scale - do they even exist? Why, yes they do - via 3D printing!"***
- ***"Do I know anyone who can do that? Why, yes I do!"***
- ***"Is that person also a bit crazy and would find this idea interesting? Why, yes he would!"***

For once, Facebook got it right!

Now I had a rough idea in mind; an airship testing whether it could carry Fokkers in 1918 and maybe with Manfred von Richtofen and a couple of his men as the test pilots for the project (as he was for the Dr.I Triplane). But the mission went horribly wrong when it hit a freak storm and was blown out over an uncharted tropical volcanic island near Iceland (hey - they have volcanoes!) and was attacked by Pterodactyls! The real death of von Richtofen! What the heck - there is already controversy over that, so why not add another 'theory'! I'm just asking questions here!

Off to the races!

THE KIT

I acquired the Takom 1:350 Zeppelin P Class Airship kit at HeritageCon in Hamilton, Ont. in 2023 with some vague idea that I liked big airships and this might be fun.

It's a beauty of a kit, with clean moulds, a fret of photo etch, several paint schemes and extremely delicate details. Honestly, it was almost a shame that prehistoric beasts were going to chow down on it! If you want to model a WWI P Class Zeppelin, I highly recommend this kit! Actually, if you want to do that, this is your only option, but it's a great option!

The kit is quite simple really - only a few pieces go together to make up the bulk of the ship. The fit is designed to hide all but one seam - the hull comes in bow and stern sections that fit together at about the 2/3 mark. Careful fitting and gluing all but makes that one seam invisible though.

The real challenges with this kit are the painting and the photo-etch. Not because there are a lot of complex folds or anything like that - just because there is photo-etch. Photo-etch - despite what some podcasters may say - is NOT always your friend. I saved the joy of photo etch work until the last possible moment because it was all going to be exposed to elbows and the like and would definitely be damaged, removed or destroyed in the build process. Speaking of destruction…

DESTRUCTION

The poster showed that the beasts had attacked the fabric of the ship in several areas, and I wanted to duplicate that effect somehow.

I recalled a technique for duplicating thin material in scale: cut a hole bigger than you want, glue on some aluminum foil, feather it in, then cut the foil to the shreds you want. Out comes the Dremel!

Before I added the foil I wanted to suggest some of the internal structure of the Zeppelin. Online research revealed that Zeppelins had structural layers with gas bags behind it all.

In 1:350 scale this structure will be pretty small, so I grabbed some florist wire, strip styrene and window screen material and futzed about until I had something I was happy with. I glued them into place from the inside of course, with CA glue and accelerator. Once that was done I pushed a piece of aluminum foil cut roughly to size over the outside of the hole so I had an impression of its shape. I cut to that shape, testing as I went, and then glued it into place with my old favourite white PVA “Tacky Glue” from Aleene’s, available at Michaels. It’s forgiving yet holds things in place well. Once it was set I applied some CA to really ensure adhesion. I then cut into the foil with fine surgical scissors and a new sharp #11 blade until it looked like torn fabric strips. I did all this on one hole only, as I was experimenting and wasn’t sure how it would work out. I realized after all this that I should really finish off painting the interior structure first, then cover it up with foil and *not* cut into it until after the painting was complete, as the foil serves as a mask for the substructure. Live and learn. The nice thing about this project is that because the damage is being done by prehistoric beasts, almost anything you do - intentionally or otherwise - can be explained as “battle damage”!

VOLCANIC DISPLAY STAND

In case you had not noticed, Zeppelins do not have landing gear - no way to display them on the ground unless you are doing a Hindenberg or R101 diorama…(too soon?) In the air it would of course have to be, and given the natural environment of Pterodactyls, it must be volcanic and an island! It made some sense to start work on this before closing up the Zeppelin because I would need to fabricate some kind of stand to hold it in the air. I chose brass telescoping tubing from K&S Precision Metals (**ksmetals.com**). The idea was that I would glue the larger tube inside the Zeppelin so the smaller diameter tube could slide into it firmly. I drilled a ¼” hole into the bottom of the Zeppelin, inserted the tube at the angle I wanted, glued it into place with gap-filling CA glue and cut off the extra bit still sticking out with a cutting disc mounted in my Dremel tool. I then filed down the small bit remaining till the tube was flush with the outer surface. Done. I congratulated myself on a clean job well done…

Too soon…

I stuck the smaller tube into the Zeppelin and discovered that round tubes tend to rotate around one another. Who knew!? Had I used square brass stock I would not have had this problem, but now I did. How to solve this? I decided that I would solder a small brass piece to the stand and drill a matching hole in the Zeppelin so that it would be stuck in one position. I figured that over time the brass tube in the volcano would wiggle around and come loose anyway, so I glued the larger diameter tubing into the volcano so that the smaller diameter stand part would slide in and out of it like a trombone, allowing it to be removable for transport but also sturdy once assembled. Once dry, that worked well, but now the bottom

part rotated! I sliced out a small keyhole in the larger tube and soldered a little brass ‘key’ into the smaller tubing so that once assembled it all clicked into place and no more spinning. NOW I was proud of my problem-solving genius!

The volcano part was actually pretty easy. I picked out some leftover ¾” plywood from an old furniture project that looked about right - 6” x 20”, as I felt it should be at least a bit longer than the Zeppelin. I found some sheets of extruded foam that I had saved because “I might use it someday”, layered them roughly in a pyramid shape and went at it with a knife and rasp until it looked sort of like a volcano - I found several good pictures online that guided me. I glued the pieces together with yellow carpenter’s glue, clamped them lightly and let them dry overnight.

Once the glue was dry I covered the island areas with toilet paper soaked with diluted carpenter’s glue. This can be finicky, but if you use an old brush and poke away at it rather than brush it on, you are less likely to rip the very delicate paper and more likely to get an interesting texture. That took another day to dry.

I pulled out my daughter’s Liquitex acrylic paint from her days in art school and - again, following online references - took a crack at painting tropical ocean colours around the island. It’s a process, but it’s fun to mess around with paint and blend the colours into one another to get an organic look.

Next step was to get some paint onto the island. My idea was that we are viewing the island from about 5,000 feet, so you wouldn’t see trees or individual features. A general idea of browns, greys and greens would likely work. I used DecoArt Crafter’s Acrylic Paint - white and brown - because that was what I had. I glopped it on and blended it around to get a random base coat down quickly, then set it aside to dry again. I then used various Tamiya greens to give the impression of deeply forested areas, and browns and blacks for the fresh volcanic flow areas. I painted the caldera yellow and red and once dry overpainted it with black in an attempt to imitate lava flows. Flowing watered-down paints over the dirt, lava and cliff areas gave it all more texture. Finally I ran a line of pure white around the cliffs at the water line to simulate breaking surf. Not perfect, but I was happy.

I stole some fibrefill material from my wife’s sewing room and messed about with it in an attempt to get some kind of volcanic plume - I wanted to add a vertical dimension to the scene but mainly I needed to hide the stand and the wires that inevitably will support the pterodactyls and Fokkers. The fun part of this is that by pulling and twisting this material you can get all kinds of interesting and organic cloud shapes. The challenge was to create some degree of “forced perspective”, with a narrow plume at the base, expanding to a larger one enveloping parts of the Zeppelin. I just kept playing with it until I was reasonably happy - then I played with it some more… because it was fun.

The last steps involved cutting some wood moulding stock, staining it and attaching it to frame the base - just to make it look a bit more finished.

PAINTING

The kit comes with several schemes, only one of which made perfect sense to me - a Zeppelin painted in standard WWI field tan, brown and green, of course. Obviously those colours would make a Zeppelin almost invisible when travelling in the air, right? Geez. Crazy, but crazy fits with this project so, decision made!

Having decided on this scheme, I also wanted to reflect a bit of a worn gasbag, and these craft had distinctive panel lines given that they were made of miles of fabric sewn together and doped. Despite the overall unrealism of the concept, I wanted the actual ship to be as realistic as I could achieve - to make the concept even more nuts. Here’s an idea of what I was looking to get.

What I see in this picture are several layers - a base coat, masking, a darker area in some spots, masking and maybe another darker area, followed by lots and lots of vertical lines from bow to stern. This whole effect is then added to with the camouflage pattern, above. That was the approach I took. Also, for more information I joined a Zeppelin Facebook group (as one does) which turned out to be invaluable.

Once the plastic bits were assembled (no photo-etch yet!) I primed it with a 50:50 mix of Tamiya Grey Surface Primer and Mr. Color Levelling Thinner - my go-to thinner for Tamiya paints, as it smooths the paint out beautifully while giving the surface “tooth” for subsequent coats or weathering efforts. I used Tamiya XF-57 Buff as the base colour, giving it a slight “doped fabric” look. Once dry I masked off the areas to remain light and sprayed a mix of Buff and Tamiya XF-59 Desert

Yellow for the slightly darker areas. Masking straight lines on cylindrical shapes is trickier than you might think. I pulled the tape off several times before being satisfied, and even then I found an area or two where I could have done better! I would fix it with weathering!

Once I pulled off the masking I found I was happy with the two colours, and decided I would mimic the other shades, using AK Weathering Pencils and other techniques, rather than mask and spray another shade. However, I decided to start with a light airbrushing of a darker shade in vertical lines from bow to stern to give the sense of different fabrics and also to guide me in the next step - pencilling in a ton of fabric lines!

I thought I would try a technique I used on my Canadair CL-52 build where I was trying to imitate natural metal wear lines (see ***RT*** **45-2**, Summer 2023). I built a template from strip styrene that I would then spray through onto the model to create a picket fence kind of effect. The idea was that these lines would suggest the fabric sheets that are so obvious on period photos. I used Tamiya XF-80 Royal Light Gray in my attempt, and it sort of worked, but it was hard to repeat the pattern accurately. I would have to try something else.

I decided that the next step should be application of the camouflage colours, and then I could mess about with weathering and the fabric lines. The Takom kit only has Ammo by Mig Jiminez colour callouts and I don't use them, so I eyeballed things and decided that the closest I had was Tamiya XF-67 and 68 NATO Green and Brown, with a little XF-57 Buff added to lighten them up a bit. I mix all my paints directly in the airbrush cup and don't really worry about having consistent colours pre-mixed in nice little bottles. I do this because:

(a) it is easier to mix right in the cup,

(b) it is faster for me, and

(c) it ends up looking the same anyway or, if not, slightly different, which is more in line with reality in my view.

I am sure others disagree and that's fine. In this particular case it is best to remember that there are pterodactyls involved, so get over it! I used rolls of Blu-Tac to lay out the wavy patterns and filled them in with Tamiya tape leftover from another project - Reduce, Reuse, Recycle!

AK WEATHERING PENCILS

I have taken a real liking to these products! They can be applied in two primary ways: directly drawn on the model like a pencil, or applied like watercolour by wetting the colour part of the pencil with water and applying it to the model with a brush. Each produces a different effect. If you don't like the look you can usually get most of it off. They really only work on a matt finish.

The above picture shows the process I applied, which kind of developed as I worked on it. First I would draw lines on the model with the pencil - earth brown in the buff and brown areas and smoke in the green areas. I tried to keep the lines the same distance apart but you don't need to be too accurate. The top part shows the lines as first drawn on - they look a bit too distinct for the effect, but don't worry. The next step is to wet the lines with water - I used a #3 Round sable brush for this to maintain control, but really you could use anything. Once wet, I would draw a flat brush from top to bottom along the lines, which would leave a ghost of the original line - visible above nearer the stern and lower down under the area with the fresh pencil lines. You can work this effect as much as you like, either with the flat or the side of the brush, drying it off on a paper towel between strokes. Once you start you will quickly find the groove you prefer and the look you like. I recommend you do it in sections so your wet areas don't dry out before you get to them. Then just do the same thing for the whole vehicle and hope the lines meet up! Because it is likely they WON'T meet up, it's best to work from the top spine down both sides, so any that don't quite line up are on the bottom and won't be seen anyway.

I also used smoke, black and other AK pencils to mimic different fabric areas, wear, structural fin outlines, etc. It is such an easy technique once you get going with it and I found it to be a pleasure to just play around with. I also used them to weather the area around the top bow gunners position, assuming that would see a lot of action when dealing with angry pterosaurs!

My last step was to mist on a very diluted coat of the base coat - Tamiya XF-57 Buff - on the topside, to give an impression of sun bleaching.

PHOTO-ETCH - GRRRR!

Okay, okay, I cannot delay any longer. I have to start on the photo-etch bits.

Zeppelins are gasbags with control and engine cabins dangling from them, and in this scale the attachment pieces could only be done in photo-etch. I am not good with photo-etch, but I am game to try. I won't go into a lot of detail on the process, I primed and painted the pieces on the PE sheet using the same primer and base colour as on the main ship. I then worked piece by piece to attach the bits and pieces to the gondolas or the ship as per the instructions.

The biggest problems for me were (1) using glue and (2) having fat fingers. After a few false starts I found that attaching the piece with a dab of Tacky Glue first gave me flexibility to move the piece around until it was where I wanted it. I would then apply CA and accelerator using my homemade applicator - a tiny circle of transformer wire attached to a piece of sprue. The circle area holds a tiny bit of CA which can be applied judiciously. I cleaned off any buildup just by applying a lighter to it - the dried CA flares off in a very satisfactory manner!

The end result is acceptable. Not perfect, especially in very close up photography, but I can live with it.

3D PRINTING TO THE RESCUE!

Ron Tucker, a fellow IPMS London club member, volunteered to find some free files for pterodactyls and Fokkers for me. He would then print in several sizes so I could use them to suggest a forced perspective to the scene - thanks Ron! He did a great job, ending up with these little beauties.

Although the movie poster used a Fokker D.VII, the Dr.I Triplane was more iconic and made perfect sense for this project. I had to paint them of course, and re-pose a few of the pterodactyls so they could munch on the Zeppelin fabric and - hopefully if I can find them - the crew, but this was a great start.

3D-printed parts come attached to their support structure, which is necessary to avoid them drooping and getting wrecked while printing and before they are cured. I used a pair of surgical scissors and a #11 blade to remove them - it's not as hard as it first appears.

I primed them and painted them like any other resin product and all went well. I decided that pterodactyls would evolve to be stylish, so I went with fun colours rather than just the old fashioned "dino green."

I used a razor saw to reposition the wings and feet of a few of them, moved things around and glued the result with CA and accelerator. I applied a couple of coats of CA to smooth out any gaps.

I used Army Painter Speedpaint for part of the process.
These products are designed to quickly paint an army of wargaming miniatures. The paint is put on fairly thickly and it settles into deep areas, creating a darker tone, leaving lighter tones on the highlights. The end result is quite good and very quick. I went over this with various Vallejo/AK paints to play with colour schemes.

PUTTING IT ALL TOGETHER

Once all the bits and pieces were done it was time to assemble the story. The trickiest part of this stage was teasing out the fibre fill volcanic plume while avoiding catching it on any of the delicate PE elements. I wanted to be able to disassemble this as well, and that was tricky.

I drilled holes in the underside of a few of the planes and pterodactyls, inserted florist wire and CA'd it in place. I painted the wire silver, hoping it would make it less obvious. My tried and true old school paint for this kind of thing is - believe it or not - the old Testors Enamel 1148 Silver that I've had for a bazillion years. It never seems to run out, is thick and sticks to metal nicely and for simple shapes like wire, it works fine.

I tried to hide most of the wires within the fibre fill plume but some had to be visible. The beauty of this project is that you can reposition them wherever you want and doing so can help hide the wires for photography. Many of the planes and pterodactyls were just stuck in the fibre fill - they are so small and light that doing so has almost no impact on the cloud shapes.

CONCLUSION

This project hit me suddenly and dragged me along very quickly - three weeks, start to finish. I loved it from the beginning, and just thinking about it made me laugh. As a kid I loved adventure tales involving lost worlds, living dinosaurs and massive and improbable flying machines. Once I saw that poster I knew I had to build it. Trying to paint the ocean and volcano rekindled my enjoyment of using acrylic artists paints too - maybe I'll dig out the old canvases and paints and try that again. Or maybe not - I have way too many kits in the stash and Heritagecon is coming soon!!

About the author:

Geoff Heyland is a member and club secretary of IPMS London. He still has the first modelling award he ever received – the 1972 GEM Stores (anyone remember them?) Grand Prize for a 1:72 Airfix Stirling which, in retrospect, sucked. His primary modelling interests are... call it eclectic. A retired in-house lawyer for a life insurance company, Geoff is still married to his first date, has three brilliant daughters and six incredible grandchildren. Two grandsons in particular love visiting his workshop and "seeing" his models – usually using their fingers of course...

Postscript from the author - "I brought this build to Heritagecon 16 in March 2024 and was pleased to take a Silver in the "Aircraft Dioramas - All Scales" category. There's a longer story involving it being judged in two categories and my confusion over which medal it won, but that's for another day!" For a fun and whimsical build, that was icing on the cake. But the real pleasure was all the little red dots it received for "crowd favourite" from attendees. Not enough to take that award of course, but even so it was gratifying to see how many others enjoyed the crazy concept! A lot of kids seemed to spend a lot of time pouring over it - that's the real reward!"

1:72 WW II Dodges, Part 1, T212 truck,

Kit-bashing with Resin and 3D-printing

Martin P. Bendsøe
IPMS Canada C#6024
Lyngby, DENMARK

Background

This article has been in the pipeline for much longer than I had hoped after I first suggested the theme to our honourable editor back in March 2023. Several things made the process slower than anticipated. First, research into these vehicles turned out to be complicated. A real show-stopper was that I found out the Canadian Army used very few (in theatres of war but a handful, it seems) of the many of these Dodge vehicles that Canada produced in the Second World War (WWII). And I had plans to write a piece about Canadian-produced Dodges in ***Canadian*** service. What a bummer.

My first plan was to build some 1:72 D15 and D60 Dodge trucks based (see Part 2 on page 39) on a resin-cast driver's cab produced by the Scottish company Road Transport Images (**roadtransportimages.com**). They produce a broad range of cabs (and simplified chassis, plus various truck and car bodies) that allows you to build rather exotic models of wartime trucks. Their focus is post-1945 trucks, but many of their cabs work fine for WWII trucks. Examples are Kew Dodge Model 82, Commer Q2, Morris C11/30F, and Bedford ML.

The way I use these resin cabs is to combine these with chassis, drive trains, and cargo bodies made from scratch or using parts from kits in my stock (plentiful) and parts from the spares box (also plentiful). However, to do this you also need a reasonable source of technical information, which for trucks seems to be harder than for aircraft.

For the Dodges I found it a bit complicated to find information but also finding the proper parts in my stash. On top of it, the summer of 2023 saw the release of a number of 3D-printed kits that seemed to fit my theme, so I was distracted and started off on too many other projects. Now I seem to have gotten my act together on the Dodges, so please read on...

The Dodge T212

In many pictures and numerous Imperial War Museum and British Pathé films from North Africa in WWII you will notice a handsome small truck sprinting along on dirt roads. It has a definite American look to it with its cab shape and the solid front grille and lamp guards. Actually, it is a Canadian-built vehicle, the Dodge T212.

Vehicle Details

The Dodge T212 was a Canadian-produced variant of the Dodge T207 (WC-1). It was a 116'' wheelbase, 4x4 vehicle with a six-cylinder, 218 cu.in. (approx. 3.6 L) in-line liquid-cooled gasoline engine, a four-speed manual transmission, and a single-speed rear transfer case. The front and rear differentials were both of the 'banjo' type and the suspension was of semi-elliptical leaf spring design with shock absorbers. The T212 used this drivetrain and the T207 chassis and cab combined with a British-designed cargo body (the so-called British War Department Pattern personnel body) with three seats. This was standard for British 8 cwt trucks and can also be seen on early Canadian CMP C8A trucks (see **Ref. 2 and 3**). The Canadian-built cargo bodies of the T212 had the Canadian Body Manufacturing Codes (BMC) (per

Ref. 4) 1A1 and 1A2. Moreover, the truck was converted to right-hand drive and the wheels to British divided type disc wheels with run-flat tires. During service, many received a rectangular observation hatch over the co-driver's seat. Around 3000 vehicles were built, but, apparently, very few exist with museums and collectors today.

Operational Use

Commonwealth units used the agile-looking T212 in North Africa from 1941 and later on in Italy. Pictures (**Fig. 1 - 2**) show the T212 in service with British, New Zealand, Australian, and Free French units, as well as captured examples in use with Italian and German units.I find it fascinating that a Canadian-built, US- and UK-designed vehicle had such a multinational use.. After WWII a few were seen in Northern Europe, but it is unclear if the Canadian Army ever used any.

A Way to Build a T212 in 1:72

Just recently, a producer of 3D-printed models named PlayMoreIt3D released a model of the Dodge WC-43 (item number PMI0043B). They produce this in several scales, including 1:72. (**Fig. 3**)

The numbering system of Dodge is quite a jungle and, if one relies on Wikipedia, the kit is actually probably not a WC-43 as this is a telephone service truck. As far as that reference source goes, it is rather a WC-1, -5, -12, or-14. These are closed-cab, two-seater pickup trucks, with or without a winch – the PlayMoreIt3D model and the T212 have no winch.

Thus, the PlayMoreIt3D model can provide the cab, hood, chassis, and drivetrain for the T212. The 3D printing process (**Fig. 4**) has meant that the hood, lower part of the cab, the rear pickup truck body and rear fenders are all printed as one unit. As you only need the lower central part of the rear body quite a bit needs to be cut away. This process is a bit scary as the resin is extremely brittle and you need to be very careful handling it. Soaking the piece for some minutes in hot water at around 60°C helps quite a bit in softening the resin, but it remains brittle. I also use this technique when removing the supports of the print, mostly doing the cutting under water.

Other modifications needed are the removal of the inner bars of the lamp-guards and removal of the rear bumperettes at the rear of the chassis frame; the latter are to be substituted by towing hooks. In addition, the steering wheel and the steering column for the front wheels need to be moved to the right of the cabin. When compared to the technical drawings in **Ref. 4**, the model has a somewhat simplified frame and drivetrain (it provides little in terms of engine, petrol tank, and exhaust pipe, and some cross members are missing on the frame), and no steering tie rod at the front axle. But the overall look of things is fine in my humble opinion. Note that there are some print lines visible on the PlayMoreIt3D parts, e.g., on the cab doors. These are even visible after painting, so a light sanding and some Mr. Surfacer is needed here to improve the look of the model.

You may have noticed that my approach thus far has followed the real-world modifications of the WC-1 to a T212. This goes one step further when adding the British-style body. One could envisage scratch-building this, as it is basically a structure consisting of straight segments. However, the Ukrainian company ACE comes to the rescue as everything you need can be found in their model of a Humber Super Snipe Lorry 8 cwt FFW (Fitted For Wireless), kit number 72552 (**Fig. 6**) (**Ref. 5**). After assembling this body you have what you need to add to the 3D-printed subassembly. The body can be finished as a three-seater (the personnel carrier) or as a FFW radio truck with two seats and radio equipment (a No. 19 wireless set). From pictures you may see antennas or not, but their presence is not consistent. Note that the standard 8 cwt personnel/FFW body has legs *(some references call these ground spikes)* attached to the corners of the lower structure so that the complete upper body and tarpaulin could be removed and used as an independent tent-like structure on the ground. This is NOT the case for the T212, so these need to be removed.

The ACE kit is a short-run product and you need to be patient and clean up all the parts before assembly – there are no locating pins. Also, ACE *(along with companies like IBG)* likes to include many very small parts for their kits. **Fig. 7** shows the sprue holding the necessary parts. In yellow are the parts for the main body and seats, while the remainder are for the FFW version (except for wheels and some seats on another sprue). The body thus comes together from more than 25 pieces for a boxy structure of 1.1" x 1.1" x .8" (27 by 27 by 20 mm). Note that the rear cargo body has flexible plastic windows in the sides of the canvas cover. You can cover these in small pieces of tissue or you can make them transparent *(although in use they probably tended towards translucent/cloudy)* with the use of Micro Kristal Klear *(which was my solution)*.

The final touches are to make rear fenders from Evergreen styrene strips and to find wheels in your spares box that match the British-style wheels of the original. CMK produces resin 9x16 Dunlop (CMK B72040) and Firestone wheels (CMK

B72041) (**Ref. 6**); I used the Dunlop version. Surprisingly, no period pictures that I have located show a T212 fitted with sand tires.

One also needs to do the glazing for the driver's cab windows. The latter is never easy but I have a template for the characteristic US-style front window that sits on the outside of the cab and on the real thing can swivel upwards to ventilate the cab. So, with a thin, transparent plastic sheet and a few attempts the glazing is in place. You may also need to install a rectangular observation hatch over the co-driver's seat; pictures show vehicles with and without it.

Colour Schemes and Markings

Looking at pictures of the T212 in service with Commonwealth units it seems that you can paint them in BSC. No. 61 Light Stone (or perhaps Desert Pink ZI) overall and perhaps with a camouflage contrast pattern in Dark Olive Green PFI (or Black, Very Dark Brown, or Dark Slate). The "ZI" and "PFI" in these paint names apparently signifies some chemical constituents of the paints, most likely corrosion inhibitors (information from the Braille Scale Discussion Forum at **missing-lynx.com**). This pattern could also be Black over Light Mud if you can ascertain that the vehicle is in Italy (or perhaps Tunisia). For Italian and German vehicles the paint job is probably just what the vehicle had when it was captured. For markings you typically see War Department (WD) numbers on the sides of the engine hood and a bridge rating marking (a yellow circle with a black '5' superimposed) on the right front fender. As for formation signs and arm of service (AoS) markings, not much is to be reported (from pictures). On the top side of vehicle cabs or engine hoods in Italy you can also see the RAF-type roundel used for air-to-ground recognition in that theatre.

I chose to apply markings for a 7th NZ Anti-Tank Regiment vehicle, but in contrast to **Fig. 1**. I applied some markings that do not appear in that picture (perhaps censorship removed them). The arm of service and the formation sign of the New Zealand division was combined into one patch. Upper part is a white fern leaf on a black background while the lower part is the red over blue Royal Artillery marking, with division regiment number "96" in white. This is tricky in 1:72, but luckily there is a decal in Star Decals #72-A1092 that is just what I needed (it is the marking for an M10 Tank Destroyer of that same unit in Italy, 1944). The bridge classification marking and WD number on the doors are from decals by Mike Starmer.

I think the end result pretty well captures the character of the original vehicle. However, looking in detail at the 3D model, I think experts would argue that the cab roof as well as the side windows should be more rounded to match the real thing. Also, the wheelbase of the basic 3D model may be just a wee bit too short. But note that without the 3D printed model, this project would never have happened.

References and Additional Literature

☐ **1 -** The Official History of New Zealand in the Second World War 1939–1945, Episodes & Studies Volume 1. See Digitization at New Zealand Electronic Text Collection: **nzetc.victoria.ac.nz/tm/scholarly/WH2-1Epi-fig-WH2-1Epi-a023b.html**.

☐ **2 -** Engines of the Western Allies, "8-cwt Light Trucks in the Western Desert", see: **o5m6.de/western/LightTrucks_8-cwt.php**

☐ **3 -** MLU FORUM 8 cwt pictures, **mapleleafup.net/forums/showthread.php?t=7896**

☐ **4 -** *Canadian Dodge T212*. In Wheels & Tracks No. 4, pp. 14-21. Battle of Britain Prints International Ltd., London, ISSN 0263-7081.

☐ **5 -** Super Snipe Lorry 8 cwt (FFW - Fitted for Wireless) see: **acemodel.com.ua/en/model/574**

☐ **6 -** **Firestone**: scalemates.com/kits/cmk-b72041-chevrolet-c15-wheels-firestone--112745; **Dunlop:** scalemates.com/kits/cmk-b72040-chevrolet-c15-wheels-dunlop-cross-country--112744

(see Part 2 on page 39: The Dodge D15 and D60 family)

About the author:

FOOTBALL'S HIGH FLYER

A CFL Boeing 737-300

Massimo Santarossa
IPMS Canada C#6052
Calgary AB

The combination of two good things to make one great one is commonplace. Chocolate and peanut butter; gin and tonic; bacon and eggs (actually bacon *and anything*); mac and cheese (anyone else notice the food trend?). Two of my personal favourites are Boeing airliners, as I've flown them for about a quarter century, and the Canadian Football League (CFL). And before you ask, yes, our game is the better of the two options in North America.

One can imagine my delight when Canadian North painted up one of their Boeing 737-300 aircraft in 2018 with the logos of all nine CFL teams; the Western Division on the left side of the fuselage and the Eastern on the right. All that was needed was a kit and a set of decals, and, as it happened, both were available.

Kickoff!

Kit and Decals - The Skyline (Daco) series of kits are generally acknowledged as being some of the best airliner kits in plastic, especially when it comes to the 737. Moulded in grey styrene, it comes offered in three versions, -300, -400 and -500 Series, which in practice mean three different fuselage lengths. The kit features fine recessed panel lines with no flash evident, though some mould seams need to be cleaned up during construction. Open windows are not offered but their locations are moulded to the inside of the fuselage halves should one wish to go down that road. Similarly, a clear cockpit section is included to replace the solid plastic section if a view into the flightdeck is desired. Another nice touch is the inclusion of a one-piece intake for each engine, thus eliminating any join seam that would undoubtedly need filling.

Some aftermarket embellishments were purchased for the build. An ExtraTech photoetch set provides some of the finer details like antennas and gear parts. To bring the airplane to life, a set of V1 Decals (**v1decals.com**) featuring Canadian North's CFL livery was selected. Two versions of this paint scheme were available, with the earlier one being selected. This was chosen simply because I liked the look of the earlier CFL logo that adorned the tail. With all the pieces in hand, it was game time.

First and Ten

Construction Starts - Airliner models are great from the perspective that construction can start immediately, no pesky cockpit to paint beforehand. Prior to closing the fuselage halves, the landing gear bays received their PE details and were installed in position. The instructions did not call for any nose weight, but out of a sense of precaution some ballast was added to avoid the chance of the plane becoming a tail sitter.

When the two fuselage halves were brought together, a small step resulted along the join line, which frankly was a bit surprising considering the reputation of the kit. This, however, would not be the last surprise to crop up during assembly. To correct the step, a bead of Mr. Surfacer was run along the joint, and when fully cured the area was sanded smooth. This process invariably lead to the loss of some panel line detail, which then needed to be reinstated with a scribing tool.

The main wings, not surprisingly, came supplied in two halves. Cleverly, the top half incorporated the leading and trailing edges, with the lower half slotting into the centre portion of the wing. This meant there were no joint seams to clean up, and the trailing edges/flaps featured a nicely thin edge. The fit of the two halves was not perfect, however, with a bit of filler needed around the ends of the lower inserts.

Illegal Procedure, Repeat Second Down

Fit Problem - Both the main wings and tail planes included spars which interlocked with each other when installed, thus producing a strong connection. When the wings were attached to the fuselage, a pleasing click was heard and a flush connection resulted on the underside. An astonishingly large gap, however, was found along both upper wing roots. The parts were removed, checked for any construction flaws, and retried, but the result was the same. As they did sit flush along the underside, and the dihedral was correct, the flaw was accepted and the putty reached for.

To fill the gaps, Milliput was used. This two-part putty was blended and smoothed with the use of a damp cotton swab, thus minimizing or eliminating the need for sanding when cured. This same putty was also used to fair in the main gear/belly panel. One of the pleasing qualities of Milliput is it sands smooth and takes to being scribed without crumbling.

Lateral Pass

Engines - With the fuselage sitting peacefully to one side, attention switched to the CFM56 powerplants. The core of each engine was made up of three parts, intake fan, turbine/hot section, and exhaust cone. The various parts were painted using a selection of Alclad shades then assembled, while the insides of the nacelles and inner portion of the intake ring were painted Tamiya XF-19 Sky Grey. The engines were enclosed within the nacelle halves and any seam issues were dealt with, however the intakes were left off to ease painting and mounted later. These parts were handed, left and right, but they carried the same part number (#17) on the sprue. Luckily they also incorporated a mounting notch, thus ensuring they could not be mixed up.

Starting Jersey

Painting Time - With the major subassemblies ready, it was time to paint. The fuselage and engines were primed in XF-2 Flat White, after which any flaws were addressed and those areas resprayed. A light wet sanding smoothed the paint and eliminated any rough build up that often occurs around the wing roots. In a blatant theft of **RT** contributor Frank Cuden's technique, a mechanical graphite pencil was used to highlight the kit's panel lines. Highly thinned Model Master Gloss White enamel was then applied in thin layers. This not only let the panel lines show through but the paint, thinned with lacquer thinner, self-leveled to produce a smooth, glossy finish. The model was then set aside for two days to allow the paint to fully cure and harden.

After masking the fuselage, MM Canadian Voodoo Grey was applied to the wings, tail planes, and landing gear struts. This paint, now sadly out of production, was a good match to Boeing Gray. (This colour is similar to FS16515 and is now available from US firm True North Paints.) The inspar areas of the wings on many airliners tend to be painted with an anti-corrosion coating called Coroguard. This is often a grey shade, but in this case it was simply sprayed with a flat/satin mix. All that remained was to spray the leading edges with Alclad Polished Aluminum.

The Red Zone

Landing Gear - It was time to hang the landing gear. This was needed not only to set the correct stance of the aircraft but also to make it easier to handle during the rest of construction. PE details were provided for such items as the main gear doors and the associated retraction linkages, but it was decided not to use them as they were deemed superfluous. The main gear was installed using white glue to check their fit, which was found to be less than perfect. The kit gear doors were too tall and did not mate to their mounting pins properly, and thus ended up in contact with the tires, something that on a real airplane would prove detrimental. The doors were modified and the fit adjusted, and although still not perfect, they were acceptable, after which the whole assembly was secured with cyanoacrylate (super glue).

The nose gear, on the other hand, went together without drama. A little tweaking of the plastic was needed to fit within the PE details but nothing major, while the installation of the metallic gear doors required some focus and a steady hand. Gator's Grip white glue was used here as it was strong enough for the task and also allowed time to position the parts correctly.

Team Colours

Decals - This was not the first time I've used V1 Decals, and it won't be the last. These laser-printed decals feature perfect registration and good colour density. They are strong enough to cope with a bit of handling and settle down well

with the use of the MicroScale decal solutions. In the case of this set, it was not designed for a specific kit, so some adjustments had to be made to the fit.

The whole sheet was printed on one continuous carrier, meaning that each marking had to be individually cut. In the case of the fuselage, the doors, windows, and team logos came as one unit. Because the length of the decal did not align with the fuselage details exactly, it was cut into several small sections. This not only ensured accurate placement, such as around the doors and overwing exits, but it was also easier handling the smaller decals instead of one massive one. To round out the markings, the kit supplied decals provided the generic stencils. The model was left for a day so the markings could settle into position then it was given a coat of MM Metalizer Sealer. This protected the decals from further handling, reduced the overly glossy and unrealistic finish, and prepared the surface for the weathering to follow.

Three Minute Warning

Final Steps - Final assembly of the 737 went smoothly and quickly. The now decalled engine nacelles received their intakes, which were affixed with white glue, then they were mounted snuggly to their respective pylons. As for the horizontal stabilizers, they simply slid into place and were secured via their integral locking tabs

From a distance most airliners look pretty clean, and for good reason. Impressions count when trying to lure passengers on board, but when looking closer one can see signs of use. To add a little flavour to the finish, some streaking to the wings and undersides was applied through the use of pigments. This was not overdone as it is not my preferred style when it comes to airliners, but enough was added to give the airplane that lived-in look. The last few bits to attach were the air data probes and PE blade antennas. Here again, white glue was used for its flexibility and clear drying properties.

Touchdown!

This model was a game winner. The Skyline model in the end did live up to its billing despite some hiccups along the way. I was surprised by the gaps in the fit, and hopefully this is just a one-off event. The quality of the plastic is top notch and it certainly looks the part. The addition of V1 Decals brings the model to a whole new level. I have another Skyline kit in the stash, as well as more V1 Decal sheets, meaning both will be coming across the model bench in the future. And as for the CFL markings, all I can say is, “Go Riders!”

About the author:

Like most plastic-afflicted individuals, Massimo has been building since he was a young boy. He considers himself an omnivorous modeller, building everything from planes to ships, tanks to trucks, although he does has a soft spot for aviation, usually with a maple leaf on it. This may stem from the fact that for the last 30 years he has flown one type of airplane or another, the latest being the Boeing 787. Originally from British Columbia, he now calls Calgary home, along with his wife and daughter.

The Canso

A Cat(alina) by Another Name

By John Lumley, C#1000
Winnipeg, MB

Some History

The Consolidated Model 28, more commonly known as the PBY Catalina, first flew on 19 May 1936. In all, an estimated 4051 aircraft were built by 1945. Of that total, Boeing Canada built 307 PBY-5 flying boats and 55 PBY-5A amphibious aircraft, while Canadian Vickers built 380 PBY-5A amphibians. As for the name Catalina, it was actually first given by the British and named after Santa Catalina Island, California, and, in keeping with the British practice of naming seaplanes after coastal port towns, the Royal Canadian Air Force (RCAF) PBY-5 examples were named Canso and PBY-5A Canso As, after the town of that name in Nova Scotia. In all, 339 were employed by the RCAF until being retired in 1962.

Likely the most famous Canadian-built aircraft was Boeing Canada's Canso A, serial number 9754, which was flown by Flight Lieutenant David Hornell who, while serving with 162 BR (Bomber Reconnaissance) Squadron (Sqn), RCAF, sank the German U-1225 despite being badly damaged and on fire. Hornell managed to bring his burning aircraft down on the heavy swell but subsequently passed away. He was posthumously awarded the Victoria Cross for his action. The decals for Hornell's aircraft and others can be had from Aviaeology at **AOD48024 – RCAF Canso A (PBY-5A) collection 1: The sub-killers of 162 (BR) Squadron – 48th scale Decals 'n Docs (aviaeology.com)**.

There is also a famous Canadian link to a Consolidated Catalina Mk.I. Specifically, that flown by then Squadron Leader (S/L) Leonard 'Len' Birchall while serving with 413 Sqn, RCAF and based in Ceylon to provide a reconnaissance force for the Allies. On 4 April 1942, he flew Catalina AJ155 coded QL*A when he spotted a large Japanese fleet, the Nagumo Task Force, heading towards Ceylon. Birchall's crew managed to send out a radio message reporting the fleet before being shot down by six Japanese Zeros. He and five crew members were picked up by a Japanese destroyer and were imprisoned for the duration of the war. He has since been known as "The Saviour of Ceylon", as his warning allowed the harbour to be partially cleared before the Japanese attacked Colombo. In 1946 Birchall was made an Officer of the Order of the British Empire (OBE) for his work at prisoner of war camps. The citation, in part, read: "he continually displayed the utmost concern for the welfare of fellow prisoners with complete disregard for his own safety." He retired as an Air Commodore. The decals for his aircraft and others can still be had from Aviaeology at **AOD48013 – RCAF Overseas Catalinas: The 'Saviour of Ceylon' and Beyond – 48th scale Decals 'n Docs (aviaeology.com)**

As for the subject of my model, unlike the two aircraft mentioned above, Canso 11087 has no significant claim to fame that I am aware of. It was simply a Vickers-built aircraft delivered to the RCAF in December 1944. In 1948 it was converted to the Mk.2SR search and rescue (SAR) configuration after which it served with a variety of units across Canada before being retired from service and designated as a 'museum airframe' on 19 May 1961. So, why a model of 11087 and not the two famous wartime aircraft? I simply liked the colour scheme.

My Model

My build actually dates back over ten years ago and was based on the Revell 1:48 Kit 5617 PBY/OA-10A Catalina and included the Belcher Bits PBY-5/5A Replacement Tail, True Details PBY Catalina Cockpit Detail Set TD48457 and Eduard EX118 die-cut mask set. While the Belcher Bits castings and Eduard mask set are still available and the Revell/Monogram kit can be found in the likes of eBay, the True Details set may be a tad harder to find. There is, however, a plus side – the True Details set, while very nice, is at best hard (impossible?) to see once installed so its absence is not really an issue.

Also, given the history of the Monogram/Revell kit which has appeared on nine different occasions since its release in 1995, there is a reasonable chance that Revell will do yet another ‘repop’.

The Nose

As mentioned, I included the True Details cockpit set in my build but, in retrospect, little if anything is gained by its addition. The biggest and most visible change to the nose was re-contouring the area ahead of the cockpit. This I did by carefully removing the area around the turret and, with a combination of plastic and putty, reshaped the part to match that seen in a variety of photographs.

For the astrodome, I found a suitably sized 1:48 500 lb bomb from my spares bin and vacuformed the required dome with clear copolymer .030” plastic using IPMS Winnipeg’s communal Mattel’s Vac-U-Form ‘toy’, which was available to club members as needed.

Other changes to the nose included filling in the starboard side window just below and aft of the cockpit and removing the moulded cable at the very front of the nose. The latter was replaced with a piece of cord after the model was painted.

Moving Aft

The next piece of major surgery required the removal of the tail. Why? For whatever reason, Monogram (the original producer of the kit) provided a vertical stabilizer that was a little (a lot?) on the plump side. Fortunately, Belcher Bits offers a replacement making it a relatively easy fix. I simply cut the kit tail off at the appropriate point and once the two fuselage halves were glued together, the Belcher Bits tail was epoxied in place.

Before closing up the two fuselage halves, being that I was modelling a search and rescue aircraft, I removed the gun mounts inside the two side blisters. Last but not least, I relocated the rear starboard window just ahead of the vertical stab further aft.

The interior was painted Model Master Euro Dark Green, the seat belts in tan and the kit provided yoke lock (part 45) in Tamiya Flat Red.

Wings, Floats, Engine, Tail

Nothing special here. All of these steps were completed as per the kit instructions, albeit without the addition of the depth bombs, Black Cat radar dome or radar antennas.

Painting and Decals

After masking all the clear parts using the aforementioned Eduard set (which is really well worth the seven or eight dollar cost), I sprayed the entire model Tamiya ‘rattle can’ grey Fine Surface Primer, cleaned up any visible seam joints as necessary and resprayed those areas again. I then masked off the walk areas along the fuselage spine, upper wing root and above the cockpit (which I left in the primer grey) and sprayed the fuselage Alclad Duraluminum, the upper wing centre section and leading edge Alclad Dark Aluminum, the rest of the wing’s metal areas Alclad Duraluminum and the fabric areas Alclad Aluminum.

There is also an obvious shade change evident below what might be considered a waterline in most photos. While I could find no reference to this in the RCAF paint drawings I had on hand, I reasoned that it was a protective clear or aluminum lacquer applied to help protect the metal from the corrosive effect of salt water. This area I painted Alclad Aluminum which, to me, provided the right contrast. The wing tips, horizontal stabs, floats and engine cowlings were painted Model Master Ford Engine Red, the de-icer boots in Tamiya NATO Black over sprayed with Alclad semi-gloss clear, the nose anti-glare panel in the same NATO Black and the aft fuselage SAR band with Model Master Fluorescent Red and Roundel Blue

In my case, for my build I had and used the remnants of the Leading Edge (lemdecal.com) Lancaster sheet from which I obtained some of the Canso’s markings. Others I got from a variety of sheets I had in my collection. Above and Below (abovebelow.ca) took over the old CanMilAir decal catalogue and now offers several Canso sheets, including two in early RCAF SAR schemes (sheets 382 and 383 – Consolidated Canso – Early SAR), using their newer digital laser printing process. This may be an easier solution to producing this scheme.

Final Assembly

Last but not least was the addition of the various antennas. There are two direction finding antennas on the upper starboard wing which I fashioned from stretched sprue. Then there are the various High Frequency (HF) antennas. The actual routing of these proved to be a bit of a headache but after studying numerous photos I was able to replicate them. For this I made the two posts located on the wing root leading edge from brass rod (for strength) and provided the various lengths of antenna using invisible sewing thread darkened with a Sharpie marker. Finally, I fashioned a boarding ladder from brass wire which I painted red and attached by the port blister.

Done!

I think it is fair to say that most models of aircraft are represented in camouflage lacking bright colours. To have the odd subject in a less drab/more colourful scheme is somewhat refreshing and provides some contrast to one's collection. My post-war SAR Canso A does just that.

Canso Resources

- ROYAL CANADIAN AIR FORCE Aircraft Finish and Markings 1947 - 1968 by Patrick Martin with John Griffin **(canmilair.square.site/shop/books-by-patrick-martin/2?page=1&limit=60&sort_by=created_date&sort_order=desc)**
- **silverhawkauthor.com/post/canadian-warplanes-3-consolidated-catalina-boeing-canada-canso-a-and-canadian-vickers-canso-a**

About the author:

John Lumley believes that his first model was an Airfix polybag Gloster Gladiator which he 'sort of' assembled, minus the upper wing, and with no paint. In his youthful, less than critical eyes, it was his Spitfire. That was over 60 years ago in bonnie Scotland. Since then, he adopted Canada as home, served with the RCAF and CAF for some 41 years, logging almost 9500 hours in various cockpits and never strayed from building models. His subjects of choice are aircraft which usually have a Canadian connection but has also strayed and built the odd armour and naval subject for a change in pace.

Atlas 5A Rocket

Canada Science and Technology Museum

By Glenn Cauley
C#1159
Kemptville, Ontario

Background

Long-time residents of Ottawa, ON will fondly remember the Atlas 5A rocket that graced the front lawn of the Canada Science and Technology Museum (CSTM). Loaned from the United States Air Force (USAF) in 1973, the silver giant steadfastly stood guard until 2015. Sadly, due to corrosion and air pressure leakage – the rocket needed to be continuously pressurized with nitrogen to remain upright – the once-mighty Atlas was collapsing under its own weight… posing a safety risk to the public. Per the agreement with USAF, the Atlas was taken down and scrapped in early 2015. IPMS Ottawa held its monthly club meetings at CSTM for many years, so we were saddened at the demise of the iconic historical artifact that had become a local landmark.

Serendipitously, Horizon Models of Australia (**horizon-models.com**) released a 1:72 model kit of the Convair SM-65D (Atlas 5D) – a later variant of the Atlas 5A – in 2015. I recognized the potential for a tribute project, so I purchased the kit when it became available. Fast forward to mid-2023: the time had come to build Ottawa's lost Atlas.

Crafting a Blast from the Past

To build the Horizon SM-65D Atlas kit as an earlier 5A variant, I knew I was going to have to make numerous changes to backdate it. (**Fig. 1**) Fortunately, there are many photos and even drone videos of the Atlas to use for reference.

I quickly inventoried the changes that would be needed to backdate the Atlas: nose cone, side pods, cable and propellent conduits, and numerous small details throughout. I would also need to create a bottom support platform and large side support stands.

The Nose Knows

It all started at the top with the nose cone. The Horizon kit did not include the proper parts to replicate the nose of the Atlas 5A. I cobbled together some kit parts to fabricate a nose cone, but the result was less than impressive. (**Fig. 2**)

Recognizing this as the first hurdle, I drafted plans for a proper nose cone, which I then passed along to my local 3D guru to design and print. The resulting resin nose cone was an excellent way to officially kick off the project. (**Fig. 3**)

Side Pods

The Atlas 5A had two equal-length long side 'pods'; however the kit provides one long side pod and one short side pod. (**Fig. 4**)

Recognizing this when I purchased the kit, I asked Horizon to include another long side pod part with my kit… and, fortunately, they obliged!

With the proper-length side pods in hand, I now turned to their top cones. The top cones on the moulded kit side pods were much too short compared to the ones on the Atlas 5A. Again I turned to my 3D guru to create new, longer nose cones. I cut the top cones off from the kit parts, grafted on the new resin parts, and then sanded the joints smooth. (**Fig. 5**)

Wrapping up the side pods, I reshaped and hollowed out cavities at the bottom of each, and added some small reaction control nozzles using fine brass tubing.

Cable Conduits, Propellent Pipes

The Atlas 5A had numerous external conduits for cables, pipes for thruster propellant, etc. I had to deviate from the kit instructions for several of these, as they were in the wrong locations, were of different lengths, or were simply missing.

The kit's conduits & pipes had long moulding seams which would be troublesome to remove, and had somewhat soft detail for the couplers. I recreated all conduits using styrene rod with thin-walled brass tubing couplers. (**Fig. 6**)

On each side of the lower rocket body – offset from the main nozzles – were small, angled thruster nozzles beneath covers. I reworked the crudely-shaped kit parts to better resemble the real covers. (**Fig. 7**)

Lower Skirt Area

The lower skirt area had some nicely moulded parts, but with numerous fine details missing or incorrect, it became a blank canvas for scratchbuilding and detailing.

Before starting any fine detailing, I had to fill in large gaps on both sides of the lower skirt. I carefully shaped pieces of wide strip styrene into the proper shapes, then grafted them into the gaps using thick CA. After the glue dried, I used putty to blend them into the lower skirt.

Time was then spent detailing the various structures, components, and parts on the lower skirt area. (**Fig. 8**) This included scratchbuilding two different types of vents, an extra conduit, and numerous small details for the prominent propellant pipe structure.

(Note: The real Atlas 5A had fine vertical ribbing on the entire lower skirt area, whereas the kit has ribbing only on its upper half. I made the decision to not add all of the missing ribbing, as it would have been much too difficult to do a good job.)

Painting

The Atlas 5A had a bare metal finish that varied depending on the area of the rocket. The main body had a polished aluminum finish, the top nose cone was dull aluminum, and the lower skirt area was dull metallic grey.

Priming:
Priming would be critical to a successful finish, since varied metallic finishes would be used. I applied several primer coats of Mr. Finishing Surfacer 1500 Black thinned with Mr. Color Leveling Thinner. When ghost seams and/or blemishes appeared, I spent time filling & smoothing… rinse and repeat. After several rounds of that, I was finally ready to apply the colour coats.

Main Body:
I airbrushed several wet coats of **Gloss Black** lacquer onto the main body of the rocket, which is the ideal base for a polished aluminum finish. After allowing the final gloss coat to dry for a few days – with some light wet-sanding to remove blemishes – I then airbrushed thin coats of Alclad2 **ALC-105 Polished Aluminum**. After drying, I began heat-staining the moulded ribs using Alclad2 **ALC-413 Hot Metal Blue**. To tone down the resultant heat staining, I then buffed on Uschi Van Der Rosten **Chrome Polishing Powder**, along with some other Alclad2 tones for a varied finish. (**Fig. 9**)

Top Nose Cone:
I finished the top nose cone using Alclad2 **ALC-103 Dark Aluminum**, later toned down with a semi-matte clear coat, and then applied some dark washes to accentuate the surface detail.

Lower Skirt Area:
I finished the lower skirt area using Tamiya Lacquer **LP-61 Metallic Grey**, later toned down with a semi-matte clear coat, and then applied some dark washes to accentuate details.

Side Pods:
The side pods were finished with a variety of Alclad2 lacquers, AK True Metal waxes, and Uschi polishing powders.

Support Platform and Side Stands

The Atlas 5A sat atop a bottom support platform that hid the nozzles, and was supported on two sides by large trapezoidal stands. Working with my 3D guru, we designed and printed the bottom support platform (**Fig. 10**) and two large side stands(**Fig. 11**)

The bottom support platform was glued to the bottom of the rocket, and then mounted to the base. A brass rod was passed through the lower skirt area – through two drilled holes – and supported on each end by the large side support stands.

Finishing the Base

The base was meant to mimic the concrete pad and surrounding lawnscape where the Atlas 5A stood at the CSTM. After painting the concrete pad, I masked off a circular area – centred on the rocket – and then used scale landscaping products to create realistic grass and soil. (**Fig. 12**)

The final touches for the base were the two smaller stands (positioned perpendicularly) which I scratch built from strip styrene. (**Fig. 13**)

Wrapping It Up

This tribute build was very satisfying, and it gave me a better appreciation of the fine products from Horizon Models. It was my first 'real space' model, but it won't be my last. I was honoured when the model won the *Best Real Space* award at CAPCON 2023 (Ottawa, ON), and I was especially honoured that it was chosen as runner-up in the 2023 Horizon Models Space Pioneers Competition. I would like to thank my friend and 3D designer/fabricator, Mr. Paul Bornn, for working with me to create numerous resin parts for this project. To see the full photo album of this build, please visit the Google Photos album: **photos.app.goo.gl/724XfNTC6s5KnLpi8**

About the author:

Glenn Cauley, living just outside Ottawa, Ontario, is an IT Business Analyst in the healthcare field. Glenn started modelling at a very early age, built off and on for many years, and then returned to the hobby in 2005 after a long absence. He became President of IPMS Ottawa in 2009 and remains in that role to this day. Glenn builds anything that catches his interest, in any scale, and he maintains a modelling blog site at gc-scalemodels.ca

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1:72 WW II Dodges, Part 2, D15 and D60 family

Kit-bashing with Resin and 3D-printing

Martin P. Bendsøe
IPMS Canada C#6024
Lyngby, DENMARK

Background

A few years ago I learnt about the incredible story of the contribution of the Canadian automotive industry in supplying trucks to the Commonwealth armies during WW II, building in total around 800,000 trucks over a few years. Immensely impressive and a story that I think is not well understood on the European continent (where a lot were used). The Canadian Military Pattern (CMP) trucks are described in a lot of detail in many sources, and the internet is a gold mine if you have the time to find and select the information (for a good starting point see **Ref. 1**).

The Dodges that will be described here are modified civilian commercial designs (of all makes - including Dodge - 306,000 were built and classified as “Modified Conventional Pattern” (MCP). The more well-known Canadian Military Pattern (CMP) specification included production by GM (Chevrolet) and Ford, with a contribution of 201,000 and 209,000, respectively.

Chrysler of Canada built about 180,000 Dodge MCP military trucks during the war (see also see **Ref. 2)**. The D15 and D60 trucks were two-wheel drive (rear), with a four-speed gearbox in front and a two-speed rear axle/differential. They had regular Dodge cabs fitted, but with right hand drive (except for those for Canadian domestic use). The wheelbase of the D15 was 128.5’’ and the D60 came with a short and a long wheelbase of 136’’ (D60S) and 160’’ (D60L), respectively. You see pictures of the D60 Dodges with both 8.25 x 20 tires and dual rear wheels and with single 10.50 x 16 wheels on all axles. The D15 had 9 x 16 single tires. Like Ford and Chevrolet with the CMP, Dodge fitted its own engines (the Chrysler gasoline straight-six cylinder flathead engine). Bodies were typically of British design. Most of the Dodge D15/D60 had a GS (General Service) body for carrying goods and personnel, but also water tankers and dump-trucks were built.

A Conundrum – The MCP Dodges in Canadian Service

As mentioned in **Part 1** *(see page 4 of this issue)* the Canadian Army apparently did not use these trucks/lorries. The consensus on various web forums and some odd references is that there was no official inclusion of these vehicles in the roster of the Canadian Army. The official record of vehicles in Canadian use in North West Europe (NWE) does not list the Dodges (**Ref. 3**). When starting this project I had seen pictures of Canadian marked D15s used in Italy (ONE picture on P. 41, **Ref. 4**, a vehicle with an unusual front window). Asking for advice on the Historic Military Vehicle Forum (**hmvf.co.uk**), the Missing Lynx Forum (**missing-lynx.com**), and the Maple Leaf Up forum (**mapleleafup.net/forums**), turned up pictures and film footage of Canadian marked D15/D60 in NWE in 1944/45 (for example threads, see **Ref. 5**; also **Fig. 2**)). Hard-working enthusiasts have found much of this material on various Dutch WW II historical homepages.

How these vehicles ended up with Canadian markings is open to speculation. One theory is that they are “souvenirs”, i.e., a vehicle taken over by another unit (soldiers would probably claim that it is borrowed with the consent of the original owner). Another theory is that the vehicles were handed over to Canadian troops of the 5th Canadian Armoured Division in 1944 when the British 7th Armoured Division left Italy for Britain (and then on to NWE). When the former unit in 1945 also

moved to NWE, the Dodges came along with them. In any case, there was more than one odd Dodge seen with Canadian markings.

Finally, note that there are Dodges in the D60 family that were built and used domestically by the Militia (i.e., the Cdn Army reserve) in Canada. These trucks had the North American left-hand drive. For a picture, see **Ref. 6**.

The Build – The Dodge C15

In the introduction of **Part 1** of this article, the Dodge T212, I mentioned the cabs provided by the firm Road Transport Images. In their range, you find an immediate postwar version of the cab of a D15/60. (**Fig. 3**) It comes as a one-piece resin unit for the cab/engine hood and a resin piece providing the cab floor and bench. Also provided is a steering wheel (in metal) and a fuel tank. The resin is not brittle and it is easy to both cut and file. I decided to grind away quite a bit of the inner part of the front fenders in order to have ample room for the front wheels.

With a proper cab at hand (the curves of this structure means for me that a scratch build was not a viable option), one now has to search for parts in other kits and/or the spares box. I will here just describe my build of a D15, and for this it turns out that most of the necessary parts can be found in IBG models of the 1:72 Chevrolet C15A (in 1:72). That is, the Dodge D15 is basically just a Chevy C15 with an extended chassis and with a Dodge cab. IBG produces a GS version as well as a water tanker and both can be used for a D15 (**Fig. 4**) (I have not seen any water tankers in Canadian service). For a GS version the model can also be based on the C15 kits produced by the Plastic Soldier Company (PSC). From the spares box you need to find US style (D60) or British style (D15/D60) wheels

Steps to be carried out for the D15 GS version are then (for scale plans consult, e.g., the Bellona Booklets, **Ref. 7**):

☐ Extend the chassis frame from 101'' to 128.5''. In 1:72, that means adding 9.7 mm between the forward and rear springs. I used Evergreen strips for this job. (**Fig. 5**)

☐ Assemble the cab, including installing the steering wheel and adding a gear shift from thin plastic rod. Paint interior (e.g., SCC2 Brown, black seats). Depending on the version, add cab roof hatch over co-driver's seat; rectangular or round (from plastic plate/wheel hub).

☐ For the ambitious – remove excess resin from the cab to make room for the engine. Rebuild IBG Chevy engine to a flat-head Chrysler version (both were 'straight 6' engines) by cutting the top of the engine block, moving the exhaust to the right-hand side (as seen from the driver's position) and adding starter unit and generator to the other side; the engine has its intake and exhaust manifold on the same side. I constructed an imitation of the bottom of the engine and gearbox, and skipped this more elaborate plan. The web has many interesting details on these fun and now extinct side-valve engines. This will also guide you to the needed surgery for making the flathead engine.

☐ Mount cab on chassis and add suspension, front axle (from stretched sprue), and rear axle. Here you need to make a unit with a central differential. The IBG model has the correct banjo-style differential, but placed asymmetrical. Also, add the propeller shaft from engine gearbox to rear differential. Also, a steering tie rod should be added at the front wheels. (**Fig. 5-6**)

☐ Add exhaust system – sits on the opposite side as compared to the Chevy.

☐ Assemble body and baggage box with spare wheel, and mount on chassis.

☐ Add IBG petrol tank and body baggage boxes. To make room for the tanks the model and the real thing has a cutout at the lower back of the cab (both sides).

☐ Make the cargo box tarpaulin for GS body (frames in the IBG set) with tissue and white glue. (**Fig. 7**) I use the tissue of wipes for glasses – it has a better structure for handling. You can remove the folds of the tissue by soaking in water and ironing at high temperature (as for linen), but be careful not to make a fire. Some D15 vehicles have a small window in the tarp– I decided that that is for a next life. Note that D15 tarps seem to be of the shape fitted variant, so you need three parts, one for each end-piece and one going across the main body. The D60s are typically seen with the one-piece tarpaulin that is folded at the ends – just like the wrapping of a parcel.

☐ Make the front window from thin clear Evergreen sheet. I use a pattern from an etch-set for a Studebaker US6.

☐ Add front bumper and grille guard (the IBG guard is too tall, so cut that down).

☐ Add rear-view mirrors.

☐ Add wheels. My version has cross-country tires at the back (as for the T212) and normal road wheels at the front. I had none of the latter in my stash, so I mounted some relevant wheels on my Dremel grinder. Thus, I could sand away the cross-country pattern and add the longitudinal structure with a fine saw. (**Fig. 8**)

Markings

For markings, you have a wide number of options for Commonwealth trucks. For Canadian, as described, there are very few options. I finished my truck in SCC15 Olive Green (AK Third Generation Acrylics) and with markings for an AGRA truck (AGRA stands for Army Group Royal Artillery and consisted mainly of heavy artillery regiments attached to higher level formations) . The AOS (Arm of Service) marking to the right (from the driver's position) consists of a white number 193 over a Royal (Canadian) Artillery red/blue patch. To the left is the formation sign of 1st Canadian Army. The yellow bridge classification plate just has the lower part of a combined truck and truck+trailer marking. Decals come from an AGRA sheet from Aleran Decals, a Peddinghaus sheet of Canadian markings, and again WD number and bridge classification from Starmer's Armour.

The modelled truck is a bit of a mystery. Consulting various sources, the 193 would indicate a truck of the 15 Medium Regiment RA, with 5.5'' guns. This regiment was attached to the Canadian 1st Army In 1944/45, but it was (according to references) disbanded in early 1945. And, I cannot see from the picture if the soldier is Canadian. So this is perhaps a "souvenir" vehicle used by Canadian troops or it is actually a British truck with Canadian formation markings.

The final result of the modelling effort is not as delicate as I had wished. But for 1:72 I think it captures the feel of the D15 pretty well. Moreover, it is, to my knowledge, unique.

The Next Steps

I was thinking that it could be fun to also build a D60 now that I know of example trucks in Canadian service. It probably requires use of a GMC CCKW kit (Heller, Pegasus, Academy, PST) for the body, and I hope the chassis and drivetrain can be made useful – these kits are all 6 x 6 vehicles and we need stuff for a 4 x 2 truck. Inspiration can be found in **Ref. 8**.

References

☐ **1: silverhawkauthor.com/post/canadian-military-pattern-cmp-trucks**

☐ **2**: **truck-encyclopedia.com/ww2/us/Dodge-3ton-4x2-MCP_T110.php**;

☐ **3**: Gregg, W. A. (editor): Canada's Fighting Vehicles Europe 1943-45. Canadian Military Vehicle Series Vol. 1. Second Edition. The Canadian Military Historical Society, Rockwood, Canada, 1980. ISBN 0969094302.

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☐ **5:** ● **hmvf.co.uk/topic/38577-dodge-d15t/#comment-434240**
● **tapatalk.com/groups/missinglynx/viewtopic.php?p=1723171#p1723171**
● **mapleleafup.net/forums/showthread.php?t=29966**

☐ **6:** Search the web for "RCEME_Machinery_Lorries.pdf", see page 65.

☐ **7:** Bellona Military Vehicle Data Booklets, nos 1, 4, 8, 14. (some are available at **archive.org/search?query=bellona**)

☐ **8:** Marcos Serra: *Dodge 3 ton. 4 x 2 MCP truck T110*. See **panzerserra.blogspot.com**.

About the author:

Martin Bendsøe is from Copenhagen, and has lived there most of his life. Modelling since the age of 10, he primarily builds 1/72 WWII RAF/RCAF fighters and trucks (he is of Danish/English descent). He began writing for the IPMS Denmark magazine a few years ago and enjoys combining history, technical stuff, and the building experience into one piece. After retiring in 2018 after 38 years at the Technical University of Denmark, he has done part-time work for charitable foundations, but now concentrates fully on hobbies, housework and family (now with three grandchildren). A member of IPMS Canada for more than 20 years, he has visited Canada and its aircraft museums on a number of occasions, often combining business trips with his private interests.

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